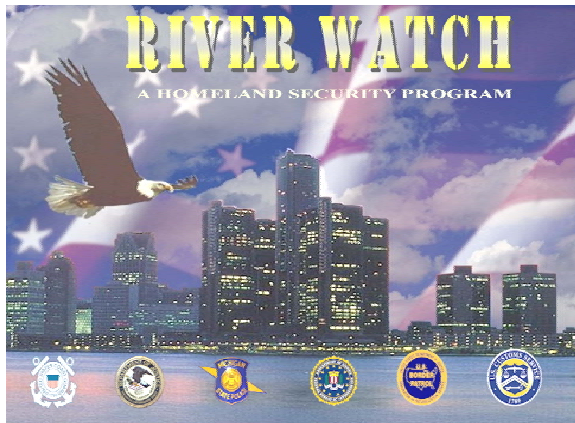


RIVER WATCH

River Watch is meant to inform, educate and enlist the assistance of all persons who witness suspicious activities on or around our waterways.

We are asking for your assistance by watching for anything suspicious such as; fishing/hunting in locations not typically used for fishing/hunting, unattended vessels, unusual boat characteristics, any aggressive activities, unusual filming activity, unusual diving operations, boats recovering or tossing items into/onto the waterway or shoreline, or with an unusual number of people on board, lights flashing between boats and shore at night or frequent trips between borders.

For more information on the River Watch Program contact Chief Don Ball at MSO Detroit at 313-568-9504 or daball@msodetroit.uscg.mil



To report suspicious activity call the

River Watch Hotline:

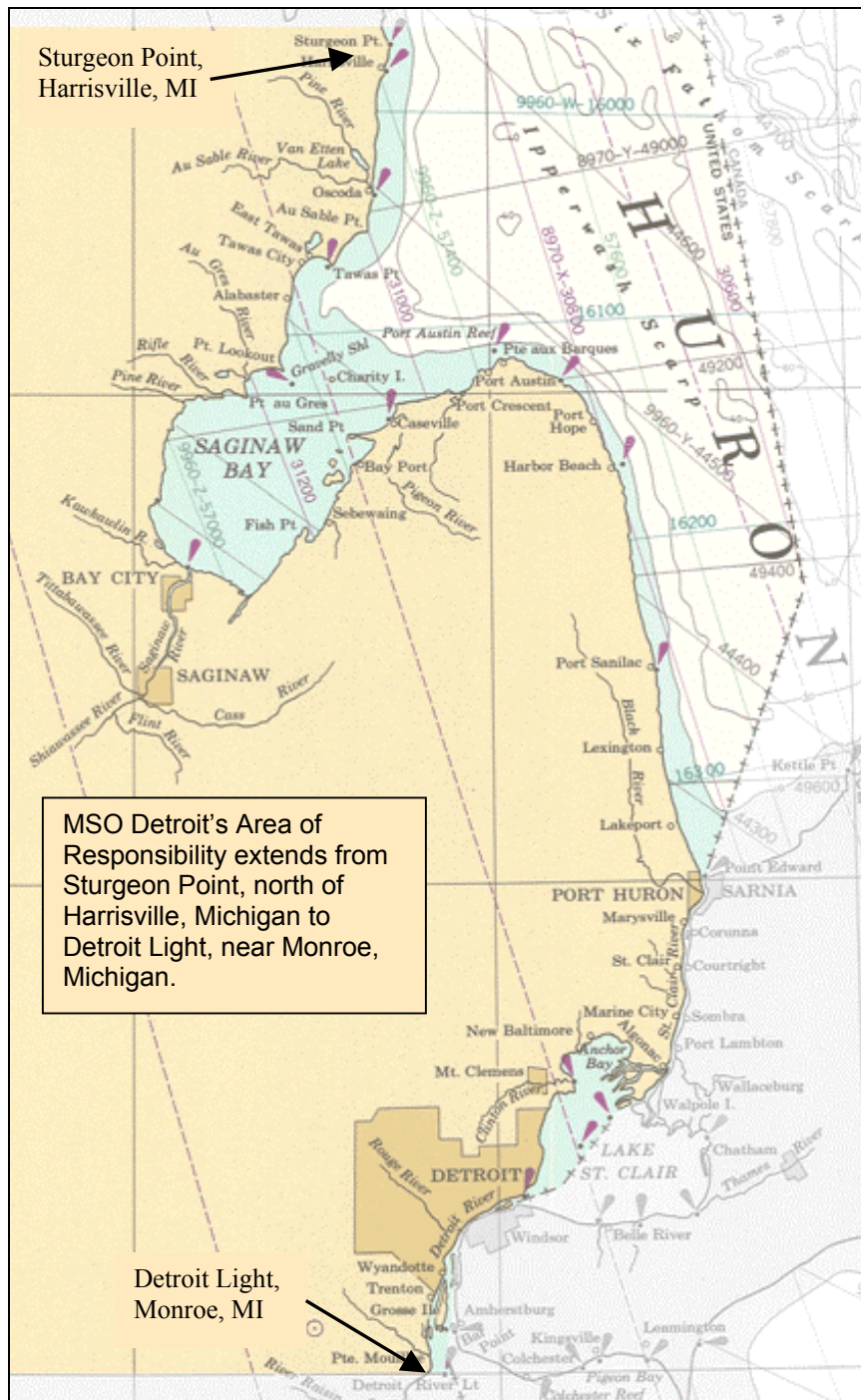
1-800-537-3220

or U.S. Coast Guard at VHF Radio Channel 16

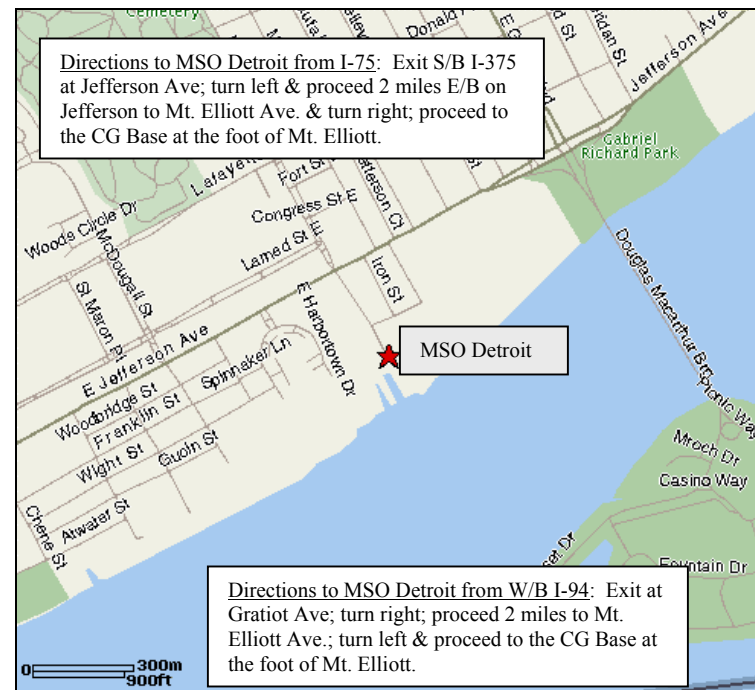


Marine Safety Office Detroit 2002 A Year in Review





Map and directions to Marine Safety Office Detroit



Mailing address and Phone Numbers

Commanding Officer
 Marine Safety Office Detroit
 110 Mt. Elliott Ave.
 Detroit, MI 48207-4380
 Office: (313) 568-9580
 Fax: (313) 568-9581

Website: <http://www.uscg.mil/msodetroit/>

Future Focus

Looking ahead to 2003 and beyond, the people of Marine Safety Office Detroit are standing ready for the challenges that lie ahead. We are looking forward to reaching some important milestones in 2003. We plan, with your help, to have completed the very first Port Security Plan for our entire area of responsibility, a tool that will guide us in the event of a terrorist incident. We also plan to have incorporated major changes to our Area Contingency Plan, our primary guide in responding to a large-scale pollution incident.

On 1 March 2003, the U.S. Coast Guard will leave the Department of Transportation and join the Department of Homeland Security. The Coast Guard is moving fully intact, without any changes to its structure or mission responsibilities. In the Department of Homeland Security, the Coast Guard will best be able to provide effective and efficient maritime homeland defense for the nation. The transition to the Department of Homeland Security does not end our important relationship with the Department of Transportation, as we will maintain enduring relationships for transportation and maritime safety responsibilities. Simply stated, our move to the Department of Homeland Security will not affect the services you receive from Marine Safety Office Detroit.

We feel fortunate to work and live in such an important part of our country with such outstanding people. We look forward to working with all of you.



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Coast Guard Base Detroit is home to MSO Detroit

Marine Safety Office Detroit

Office Phone Number 313-568-9580
 24 Hr. Emergency Phone Number 313-568-9524
 Fax Number 313-568-9581
 World Wide Web <http://www.uscg.mil/msodetroit/>

Command

Commanding Officer CDR Patrick Gerrity
 Executive Officer LCDR Sean Moon
 Alternate XO LCDR Ed Higgins

Administration Department

Office Administrator Ms. Andrea Innaimo
 Store Keeper First Class Jennifer Moore
 Yeoman Second Class Brent Ruggles

Port Operations Department

Chief, Port Operations LT Matt Hoppe
 Asst Chief, Port Operations LTJG Brandon Sullivan
 Chief, Environmental Response Section LT Nicholas Cuchinelli
 Marine Science Technician Chief Steve Siler
 Marine Science Technician First Class Jim Rachwal
 Machinery Technician Second Class Loran Tong
 Marine Science Technician Second Class Ray Wagner
 Marine Science Technician Second Class Eric Pugh
 Marine Science Technician Third Class Ben Russell
 Machinery Technician Third Class Ryan Stewart
 Marine Science Technician Third Class Dan Ferrell
 Marine Science Technician Third Class Ezra Graham

Port Security Department

Chief, Port Security LT Connie Rooke
 Asst. Chief, Port Security LT Karl Hansen
 Marine Science Technician Chief Don Ball
 Boatswains Mate Second Class Kyle Neitzel
 Boatswains Mate Second Class John Tuohy
 Marine Science Technician Second Class Kevin Carroll
 Port Securityman Second Class Mike Arnold
 Port Securityman Third Class Kevin Zwicker

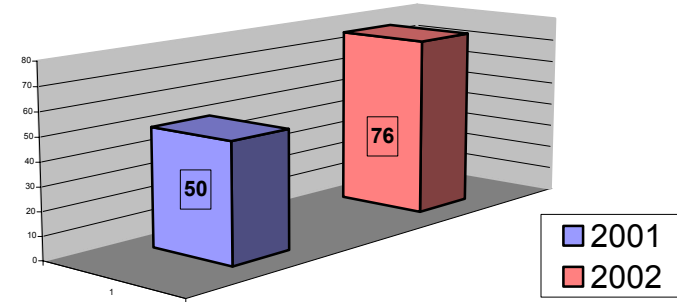
Commercial Vessel Safety Department

Chief, Comm Vsl Safety LT Alan Moore, Jr.
 Senior Marine Inspector CWO Steve Petersen
 Senior Investigating Officer LT Dennis O'Mara

Reservists

Lieutenant Pete Hoffman
 Lieutenant John Roos
 Lieutenant (jg) Tom Kalisz
 Marine Science Technician First Class James Rachwal
 Port Securityman Second Class Andree Tarrant
 Port Securityman Third Class Kevin Moorehouse
 Marine Science Technician Third Class Heath Ranger

Number of Foreign Vessel Arrivals Port of Detroit - 2001 to 2002



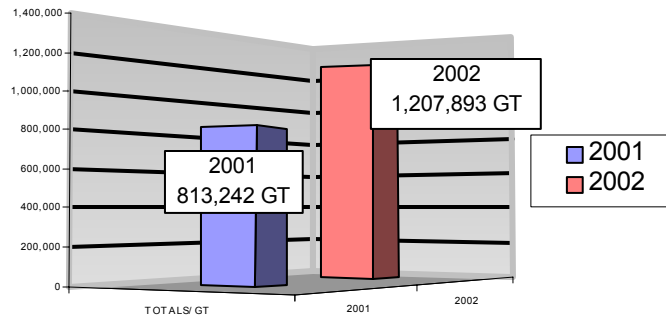
Source: MSO Detroit PAWSA Study, 2002

2002 saw an increase in foreign vessels to Detroit of over 50% from 2001.



The Liberian flagged chemical tanker STOLT ALLIANCE is serviced by the J. W. WESTCOTT II as she transits the Detroit River.

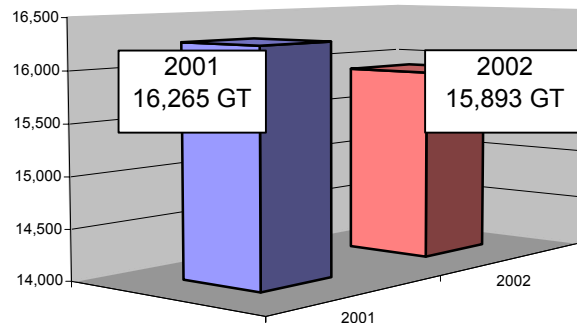
Cargo Tonnage in the Port of Detroit 2001 to 2002



Source: MSO Detroit PAWSA Study, 2002

Cargo totals increased by nearly 50% from 2001 to 2002

Cargo Tonnage Totals per Vessel 2001 to 2002



Source: MSO Detroit PAWSA Study, 2002

The average cargo tonnage per vessel decreased slightly from 2001 to 2002

A Message from the Commanding Officer

Marine Safety Office Detroit served the region with distinction during 2002, responding to one of the worst oil spills on the Great Lakes in over a decade, completing a comprehensive investigation into the loss of the "J. W. Wescott II," conducting numerous vessel inspections and exams and addressing a myriad of port security issues. The men and women of Marine Safety Office Detroit are dedicated and highly skilled marine safety professionals that serve the citizens of Southeastern Michigan 24 hours a day, seven days a week, every day of the year. In addition to a dedicated crew at Marine Safety Office Detroit this area of the country is fortunate to have so many organizations, agencies and private citizens who are deeply committed to the safety and security of our waterways. Most notably, Marine Safety Office Detroit could not be successful without the assistance from our Canadian partners. On a daily basis we interface with numerous Canadian agencies, whether federal, provincial, or local, to coordinate safety and security matters relating to the international waters we share. Additionally, Marine Safety Office Detroit personnel work closely with a host of dedicated federal, state, and local safety, environmental response, and security agencies, to ensure the waters of Southeast Michigan remain secure, open to commerce, and free of pollution. To all that have assisted Marine Safety Office Detroit, I offer my most sincere thanks; we could not be successful without you!



Port and Maritime Homeland Security continued to be our highest priority in 2002. On July 9th we held the first meeting of the "Southeast Michigan Port Security Committee," a group comprised of over 100 U.S. and Canadian members from the private and public sector who are committed to assist Marine Safety Office Detroit ensure the safety and security of our waterways. Further, the men and women of Marine Safety Office Detroit spent countless hours working with the port community to ensure the security of the vessels and waterfront facilities in and along the waters of Southeastern Michigan. Our "River Watch" Program continued to be a highly successful outreach vehicle in 2002, that had the support of not only the Coast Guard, but also the FBI, INS, Customs, Border Patrol and Michigan State Police. To date, thousands of "River Watch" brochures have been distributed in Southeastern Michigan alerting citizens to report any suspicious acts that they may observe on our waterways.

There are many challenges ahead in 2003, but all of us at Marine Safety Office Detroit are confident with the partnerships we have forged and the dedication of the citizens of this area, we can achieve anything.

In 2002, MSO Detroit....

**Established the Southeast Michigan
Port Security Committee...**



Commander Gerrity addresses the Southeast Michigan Port Security Committee

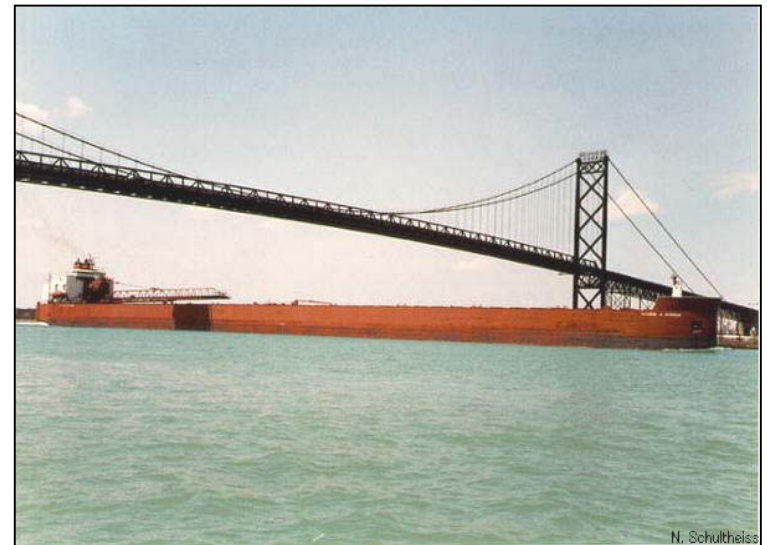
**Oversaw the Cleanup of the River Rouge
Oil Spill...**



An MSO Detroit Pollution Investigator assesses the oil spill at the Jefferson Street Bridge.



MSO Detroit coordinates the movement of ships through the ice each winter.



The safe movement of commerce through the Detroit/St. Clair River Corridor is a key concern of MSO Detroit.

Maritime Mobility

Facilitate maritime commerce and eliminate interruptions and impediments to the economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.

The continued unrestricted movement of commercial shipping in the Detroit area is crucial to the local, regional and national economy. The Port of Detroit is the center of much of the Great Lakes shipping activity. MSO Detroit recognizes the ever-important function of facilitating shipping in this region and in 2002 we were challenged in many ways to meet this goal.

The Rouge River oil spill made it necessary to close the Rouge River for several days, threatening the capability of some Rouge River facilities to remain in operation. While meeting the challenge of cleaning up the spilled oil, MSO Detroit also managed the shipping traffic on the Detroit and Rouge Rivers to reduce the economic impacts as much as possible while protecting the environment. Additionally, MSO Detroit facilitated lost-revenue damage claims to shippers as a result of the river closure.

Heightened security measures make it necessary to provide escort vessels for certain ships in the Detroit and St. Clair Rivers. MSO Detroit coordinated escorts for commercial tank ships, passenger ships and other classes of ships, allowing them to transit safely and meet their operating schedules while ensuring the safety and security of our waterways. We were able to remove the Security Zone we had in place near Selfridge ANGB when the Base increased its internal security measures, permitting greater access to the area for the waterway using public without loss of installation security.

MSO Detroit played a large role in facilitating vessel traffic throughout the seasons. We actively worked with our counterparts at Group Detroit and in Canada coordinating the safe movement of vessels throughout the winter ice season. We also wrote regulations to ensure the safety of over 50 marine events, including power boat races and fireworks displays. Maritime mobility will continue to be high a priority in 2003.

Conducted 165 Vessel Safety Inspections...



A cargo ship departs the Detroit River and heads into Lake St. Clair.

Responded to 79 Incidents of Pollution or Potential Pollution.



Oil and other pollutants come from a wide variety of sources. MSO Detroit investigates all reports of water pollution involving oil or hazardous materials

Port Security

Deter, detect, intercept and respond to threats, acts of aggression and attacks by terrorists on the American homeland while maintaining our freedoms and sustaining the flow of waterborne commerce.

Our efforts to create a safe, secure waterway and waterfront community were increased in 2002 and marked by many significant accomplishments. We established the Southeast Michigan Port Security Committee (SEMPSC), initially engaging over 100 members of the marine community. The SEMPSC is a partnership of Federal, State and local law enforcement organizations; public safety and emergency management agencies; commercial and recreational waterway users; and public and private sector stakeholders from the U.S. and Canada who are committed to improving the safety and security of navigation, our port infrastructure and waterfront activity. Committee members share information, adopt appropriate risk management strategies and safe work practices, and apply their unique skills and perspectives to enhance waterway and waterfront safety and reduce security vulnerabilities in the waters of Southeastern Michigan. The SEMPSC has begun work on a comprehensive Port Security Plan which will be completed by the end of 2003.

MSO Detroit planned and executed a "Security Plan" to protect the President of the United States and the Prime Minister of Canada when they visited Detroit in September. Again, it was our interaction with other agencies and private entities that made this a successful operation.

Working closely with other Coast Guard units, MSO Detroit actively coordinated and directed Port Security Patrols by land, sea and air. We have launched a highly successful public outreach campaign, *River Watch*, designed to enlist the aid of the public in identifying possible terrorism incidents and reporting them to the appropriate authorities.

As we continue performing this important mission, we will look for new and innovative ways to identify risks and will proactively implement appropriate prevention plans.



Marine Events, such as the International Freedom Festival Fireworks present unique challenges to navigation safety.



The annual Detroit River tug boat race attracts enthusiastic vessel operators.

Maritime Safety

Eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating.

MSO Detroit's safety programs aim to ensure the safety of crew members and surrounding waterway users on board the many vessels that transit Great Lakes waters. Our prevention activity reaches mariners operating on Great Lake and foreign freighters, tank ships, tow boats and fishing vessels, as well as many classes of passenger vessels. Our Marine Inspectors work to ensure the structural and mechanical integrity of ships and more importantly, the competence and knowledge of their crews. We educated mariners on important safety standards as a constant process.

Toward this end, we issued the "Small Passenger Vessel Newsletter," which targeted Small Passenger Vessel owners and operators. Topics included repair guidance, safety requirements, and important product recall information. This semi-annual newsletter was distributed to the fleet and posted on our website.

Our "Facility Inspection Program" ensured the safety of not only vessels but also waterfront facilities engaged in transferring fuel or other hazardous cargos. We inspected each facility to reduce the likelihood of an accident or a pollution incident.

One of our successes in 2002 was the safe facilitation of the challenges presented by the "Bluewater Offshore Race Powerboat Race." Through close interaction with the many stakeholders involved, including deep draft vessel operators and the event organizers, MSO Detroit crafted a solution that allowed the event to take place while ensuring the safe, unfettered use of the waterway by commercial users.

We will continue our efforts towards a safer waterway in 2003 through our vessel inspection program, our casualty investigation program and our continual outreach to commercial waterway users.



Coast Guard Port Security Teams are responsible for ensuring the security of waterfront facilities. Here, MSTC Don Ball and MST2 Ray Wagner conduct a security check of a vehicle near the Ambassador Bridge.



MST3 Ezra Graham and PS3 Kevin Zwiker on patrol.

Protection of Natural Resources

Eliminate environmental damage and natural resource degradation associated with all maritime activities, including transportation, commercial fishing, and recreational boating.

In April and May of 2002, MSO Detroit responded to the largest oil spill in the Great Lakes in over a decade. Over 90,000 gallons of oil spilled into the Rouge River, flowing into the Detroit River and impacting both the U.S. and Canada. An international, multi-agency response was undertaken under the direct leadership of MSO Detroit. Virtually every aspect of the marine community in Detroit and elsewhere around the Great Lakes was impacted by the spill. We worked closely with our partners from federal, state and local government agencies, as well as commercial contractors to clean up the spill. The success of the cleanup operation was a testament to the commitment of the marine community of Detroit to a safe, clean waterway.

Through our close working relationship with other agencies, the marine industry and the public at large, we continued to improve on our Area Contingency Plan, the primary document used in pollution response. We participated in an oil spill exercise in Sarnia, Ontario, Canada with our Canadian partners to continuously improve our ability to respond to international marine pollution incidents. The Rouge spill was a testament to the success of this effort – it was the first-ever implementation of the Joint U.S./Canadian response doctrine “Canuslak.”

We also continued our emphasis on reaching out to every stakeholder for pollution prevention and water resource conservation issues. We participated in the “2002 American Heritage Rivers National Conference” and were active participants in a diverse committee to develop a long term “Lake St. Clair Management Plan.”

Our highly successful educational outreach program, Sea Partners, reached close to 17,000 people in 2002, helping to spread the word about pollution prevention throughout Southeast Michigan.



Heavy streaks of black oil is seen here in the Rouge River following the worst oil spill to take place in over 10 years in Great Lakes waters.



MST3 Ben Russell, an MSO Detroit Pollution Investigator, takes a sample of spilled oil during the Rouge River oil spill clean up and investigation.